

# THE RIO NEWS.

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RIO DE JANEIRO, OCTOBER 15th, 1886

NUMBER 29

## OFFICIAL DIRECTORY

AMERICAN LEGATION.—157, Rua das Laranjeiras.  
THOMAS J. JARVIS,  
Minister.  
BRITISH LEGATION.—Travessa de D. Manoel, No. 8.  
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HENRY CADOGAN,  
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BRITISH CONSULATE GENERAL.—No. 8, Travessa  
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N.B.—All notices should be sent to the Clerk.

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H. C. TUCKER, Pastor.

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and 7:30 o'clock, p.m.; and every Wednesday at 7:30  
o'clock p.m. Sunday School at 10 o'clock, a.m. English  
services on the 1st [7 p.m.] and 3rd [11 a.m.] Sunday of  
each month.

## TRAVELLER'S DIRECTORY

### RAILWAYS.

DOM PEDRO II.—Through Express: Train leaves Rio  
at 5:30 a.m. and is divided at Belém into Central, and S. Paulo  
branches: former arrives at Barra do Rio Negro 7:30. From Rio  
branch: former arrives at Barra do Rio Negro at 7:30 p.m.; latter arrives at  
Barra at 7:30 a.m. and Cachoeira, where passengers for  
Paulo must change, at 11:30. From Barra Rio train leaves  
at 9:30 a.m., arriving at Barra Nova da Cunha at 11:30.  
Demarcat, train leaves Lafayette at 7:30 a.m. Cachoeira  
(S. Paulo branch) 1:10 p.m. Porto Novo at 1:10. From Barra  
3:07 arrive at Barra at 5:10 and 5:15 p.m. and Rio at 8 p.m.

United Express, leaves Rio at 7:30 a.m.; arrives at Barra  
at 10:25. Entre Barra at 11:30 and Manaua Procopio (terminus)  
at 6:58 p.m. S. Paulo branch leaves Barra at 11:30 and arrives  
at Cachoeira at 6:25 p.m. From Barra Rio train leaves at  
11:15 p.m. and arrives at Barra Nova at 1:10. Demarcat,  
train leaves Manaua Procopio at 5:50 a.m.; Cachoeira 6:45  
and Porto Novo 6:20, arriving at Barra at 1:25 and 1:37 p.m.,  
reach Rio at 5:10 p.m.

Mixed Trains, leave Rio at 8:35 and 9:20 a.m. 2:45 and  
3 p.m. Both go to Entre Barra arriving at 9:05 p.m. second  
and third to Barra arriving at 9:10 a.m. and 3:55 p.m. and  
third to Belém arriving at 7:12. Demarcat, train leaves Barra  
at 7:30 a.m. arriving at Barra 9:17 and Rio at 12:20 p.m.  
leave Barra at 4 and 5 p.m.; arriving in Rio at 9:15 a.m. and  
12:15 p.m. and leave Belém at 5:10 a.m. arriving in Rio at 7:50.

Night service: Train leaves Rio at 10 p.m. every Friday,  
arriving at Barra at 12:30 and Porto Novo at 5 a.m. Demarcat,  
train leaves Barra Nova at 10:50 p.m. every Monday,  
arriving at Barra at 3:15 and Rio at 5:50 a.m.

S. PAULO AND RIO.—Train leaves Cachoeira at 12:10  
arriving at S. Paulo at 6:10 p.m. Demarcat, train leaves S.  
Paulo at 6:45 a.m. and arrives at Cachoeira at 12:45 p.m.  
where passengers change to the D. Pedro II. line.

CANTAGALLUS R.—Leaves Niterói (Sant'Anna)  
6:30 a.m., arriving at Nova Friburgo 10:35. Condição (1 hour  
per trainway from Cantagallus) 12:45 and Manaua 1:48 p.m.  
Rennin train leaves Manaua 10:25, Condição 1:00 and Nova  
Friburgo 1:05 p.m., arriving at Niterói 5:00 p.m.  
A ferry boat runs between Rio and Sant'Anna, connecting with  
trains.

CORCOVADO R. R.—Trains leave the Station at Cosme  
Velho, Laranjeiras, at 6, 8, 10, and 12 a.m. and 2, 4, and  
6 p.m. on Sundays and holidays; and at 8 and 12 a.m. and  
at 4:20 and 8:20 p.m. on week days.

PETROPOLIS STEAMERS AND R.R.—Steamers leave  
Trapiçhe Nova at 4 p.m. week days and 7 a.m. Sundays  
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week days, and 4 p.m. Sundays and holidays. Mixed  
train: upward 12 m.; downward (from Petropolis) 12:15  
p.m., week days only.

## LIBRARIES, MUSEUMS, &c

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BIBLIOTHECA NACIONAL.—Rua do Passio No. 48.  
BIBLIOTHECA FLUMINENSE.—No. 62, Rua do On-  
vidio.  
MUSEU NACIONAL.—Praça da Aclamação, cor. Rua da  
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GABINETE PORTUGUEZ DE LITURA.—No. 12  
Rua dos Beneficentes.

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Dr. Custodio dos Santos, Surgeon and Physician.  
Residence: Rua de Haddock Lobo, No. 73. Office: Rua do  
Rosário, No. 13, from 1 to 3 p.m.  
Dr. Alexandre Calazas—Surgeon and Physician.—  
Office, Rua Pinheiro de Março No. 22. From 1 to 3 p.m.  
Residence, Rua de S. Francisco Xavier No. 47.  
Dr. W. J. Fairbairn, M. D. Edin; Surgeon and  
Physician. Office: Rua de S. Pedro, No. 21; from 11 to  
1 p.m. and 4 to 5:30 p.m. Residence: N. 130 Rua de S.  
Clemente, Botafogo, Med. Director of Equitable Life Ins. Co.  
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# THE RIO NEWS

PUBLISHED TRIMONTHLY

for the mail packets of the 5th, 15th and 25th of the month.

A. J. LAMOUKEUX, Editor and Proprietor.

Contains a summary of news and a review of Brazilian affairs, a list of the arrivals and departures of foreign vessels, the commercial report and price current of the market, tables of stock quotations and sales, a table of freights and charters, a summary of the daily coffee reports from the Associação Commercial, and all other information necessary to a correct judgment on Brazilian trade.

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RIO DE JANEIRO, OCTOBER 15th, 1886.

THE sessions of the two legislative chambers still continue, though it is difficult to understand just why. On the 4th the Senate passed the general budget bill, but with amendments, since when that question, which is the ostensible cause of the several prorogations, has been quite overlooked. One of the real objects of these protracted sessions was the determination of the ministry to defeat the Senate amendments to the department of agriculture budget modifying its emancipation *regulamento*, and this was finally accomplished on the 9th instant in a joint session of the two houses. The part played by the Chamber in this matter will not make very creditable history, but the average deputy is probably quite unconscious of this. It has placed the cabinet squarely on record, however, as being opposed to a liberal interpretation of the law of last year, even in points where the originator of the law declares his intentions as far in advance of the *regulamento* since prepared by the present ministry. The cabinet chose to make it a question of confidence, however, and a compliant Chamber readily undertook the shameful task of overpowering their superiors in position, experience, statesmanship, everything in fact that make them representatives of the best civilization of the country, by sheer force of numbers in a joint session. It was a victory for the cabinet so far as mere numbers are concerned, but still a defeat in *prestige* and moral consequences. One or two more victories like this would make the Coteipe cabinet the most conspicuous political corpse in Brazilian history—a cabinet which will be hereafter known as the sham emancipator who riveted the chains it pretended to break. The Waring Brothers claim has again been made to do duty through a determination of Deputy Coelho Rodrigues to secure the impeachment of ex-Minister Carneiro da Rocha for making the contract. The special commission has reported against any attempt to impeach. We are sorry for this, as an impeachment trial would probably bring out some interesting information about *advogados administrativos*. We are glad to say that the bill abolishing the penalty of flogging for slaves was finally passed in the Chamber on the 13th, and now goes to the Emperor for his signature. The cabinet supported the bill, and it was opposed only by a few of the ultra proslavery men. A prorogation to the 16th

was announced on the 11th, but it is not yet sure that the two houses will even then be ready for adjournment.

THE Parahyba do Sul outrage has at last borne fruit in the legislative abolition of flogging as a legal penalty for the crimes and misdemeanors of slaves. This, of course, will not satisfy the demands of justice for the punishment of those concerned in the murder of those two unhappy slaves, but it is something that the crime committed has aroused so strong a revulsion of feeling as to lead to the abolition of the barbarous penalty. It is probable that none of the parties concerned in that piece of savagery—of whom the judge himself seems to have been the most implacable—will ever be brought to justice, except it be before a higher power where the lines of color, condition and class drawn in this world are not recognized. The guilty perpetrators, however, may have the satisfaction of knowing that they are to rank in Brazilian history as the last specimens of their kind—so cruel and brutal in their way that they even forced so reactionary a body of pro-slavery men as the Coteipe cabinet to support a measure for the immediate abolition of the lash from the criminal code. We fear that the flogging of slaves will not end just here, but there will be no more exhibitions of judges imposing and superintending such penalties. It is perhaps shame, rather than really humane feelings, which has brought about this reaction, but we are not inclined to quarrel with the result for all that. From this time forth the stain of slave-flogging is erased from the criminal statutes of Brazil. The ultimate results of this step can not be over-estimated, for when the law ceases to be cruel and to set cruel examples, then the people themselves will become more humane. The influence of these cruelties upon a helpless class has been most pernicious in every respect, for it will be difficult to find a civilized society where there is so little really humane feeling as here in Brazil. The treatment of animals in the public streets is something pitiful, and is viewed with perfect indifference. This is but one illustration among the many to show how bad has been the influence of slavery upon the dominant race—an influence which has hardened them to exhibitions of suffering and even painful death. If now the use of the lash on plantations could be forbidden—and the law enforced—a decided step would be taken toward that better state of civilization where such barbarities as that of Parahyba do Sul would never be tolerated.

We have recently seen complaints from Minas Geraes in regard to the fatal influences of the provincial taxes levied upon imports and exports. Not only are they crushing all life out of trade, but they are forming impassable obstacles to the progress and development of the province. Nothing escapes them. The other day a poor stone-cutter moved into that province, looking for work, and in addition to the heavy freight which he had to pay on his tools he was compelled to pay nearly 40% import duties on them. Such a tax as this is an outrage. In the first place, there ought to be no import and export taxes between provinces, every Brazilian being permitted to go where he pleases, and to buy or sell in the best market the country affords. This is a question altogether different from the imposition of duties on merchandise coming from or destined to foreign countries. No small part of the prosperity of the United States is due to this perfect liberty of internal trade. The country is large and its markets numerous and varied. This secures the best prices to every producer, because unrestricted trade occasions

commercial activity, and this in its turn improved and enlarged facilities of transportation. It is also advantageous to the consumer, for it decreases the effect of any local scarcity, and brings a wider area of production within his reach. All the profits of trade are thus insured to the people. Now, Brazil is also a large country, and possesses a great variety of markets. Were these markets made perfectly free to all internal trade, the demand for Brazilian products would certainly be increased, and the producing and commercial interests of the country could not fail to derive incalculable benefits. As it is, there are a score of small industries in the province of Minas Geraes which might give occupation and profit to many people were the markets of Rio de Janeiro open to them, but the export duties of that province stand in the way. A more suicidal policy it will be impossible to imagine. Instead of an industrious population of producers, Brazil has a population of idlers whose chief object is to keep out of the hands of the tax-gatherer. It is a state of affairs which ought to arouse every statesman in the country to the necessity of putting an end to so blind a policy. But it involves difficult questions of provincial administration and revenue, and these are enough to frighten away the political parasites whose only object seems to be personal advantage, no matter what the country may suffer.

We see by late exchanges that the business classes of New Orleans are making a determined effort to organize a line of steamers to run between that city and Brazilian ports. Representations have been made that a subsidy can be expected from the Brazilian government, and that similar help may also be expected from Washington. To speak frankly—and no one can wish to see such an enterprise successfully inaugurated and managed more than ourselves—we do not think it wise to organize a company on any such basis. The chances of procuring a subsidy here are exceedingly slight, as the embarrassed finances of this country will not permit the further assumption of such obligations without serious consequences. And as for procuring a subsidy at Washington, there is certainly no indication as yet that such a favor would be granted. And even though such a favor could be procured at both ends of the line, we certainly should not advise the projected company to seek it. Brazil will not grant a subsidy without imposing conditions decidedly prejudicial to the economical and satisfactory running of the line. There should be business enough for a monthly service between New Orleans and three or four Brazilian ports, with a call at Mobile and one or two West Indian ports, but it is a business to be built up by mercantile rather than political methods. As we have so often said, a line of steamers in itself can do very little toward the building up of trade between two countries. There must first be merchants and mercantile enterprise, for without them all provisions for transportation are just a little premature. If now the merchants of New Orleans are prepared to establish houses here for the purchase of coffee, and are prepared to put money into the business as is done in New York, then there is some chance of their controlling the coffee trade of the Southwest and competing successfully for a part of the West. This diversion of the coffee trade will be accomplished slowly, for which reason small steamers should be used at the outset. As for the outward trade, some Western brands of flour might be carried, but this can not be depended upon beyond a limited extent because of the competition of Argentine flour in this market. So far as we can see, the greater

part of manufactures used here come from the Atlantic states. Something, however, might be done with Alabama coal, providing it can be placed on shipboard at Mobile at a low figure. This trade is certainly worth investigating, and if the cost is sufficiently low a good market can easily be found along the northern and eastern coast of South America. The enterprise is one which should be carefully investigated, however, and should be based partially upon prospective rather than immediate results.

THE conflict which has arisen between the government and the officers of the army and navy is one quite apart from the interests which a foreigner may have in the country, except in the very remote possibility of an appeal to arms; but at the same time it is one on which a disinterested opinion may not be without value. The controversy grew out of certain orders from the minister of war forbidding the discussion of military matters in the columns of the press by officers without permission, against which several officers, notably one Col. Madureira, have issued formal public protests. And now from all parts of the country are coming notices of the adhesion of military men to this protest. One of the highest officers in the service, Visconde de Pelotas, is approving and encouraging this revolt against a superior authority, in which he is supported by the military commander in Rio Grande, General Deodoro, now acting president of that province, and one of the prominent officers of the navy, Barão de Jacaguay. Public meetings are held at the military schools, and at various garrisons and barracks, in which resolutions are passed approving Madureira's protest and condemning the minister. In a word, it is a general revolt against the highest authority in the empire, the Emperor himself, the minister in this case, as in all others, being considered only as His Majesty's secretary, issuing His Majesty's orders. And not only is it a revolt, but a revolt of officers, the men to whom the rank and file look for examples of military obedience and discipline. The first lesson which a soldier has to learn is implicit obedience, no matter what may be his personal wishes or opinions. When he reaches the point of disputing the justice or propriety of superior orders, he has reached the stage of mutiny or revolution. A military order is not a matter for discussion; it is something to be obeyed promptly, or forcibly resisted. When an army has reached the point where officers can openly discuss and criticise superior orders, hold meetings for resistance, pass resolutions of denunciation, publish criticisms in the public press, and send congratulatory telegrams to each other, it is no longer an army, but an untrained mob. Discipline is the only thing which makes an effective army, and it is the distinguishing feature between a soldier and a guerilla. Our understanding of the orders of the minister of war was that questions of military administration should not be taken to the press—and very proper orders they were! It is just as much an act of insubordination for an officer to criticise the acts of his superiors through a newspaper, as it would be for him to question an order in the field. We do not understand that questions of military science are included in these orders, for such discussions are generally encouraged. But it is just such conduct as is now exhibited in every part of the country that the government is seeking to suppress. There is too much discussion in the public press, and it is no real loss of rights for either a military man or a civilian to be prohibited from airing his private grievances in the newspapers. And in reality, a military man possesses no such right, for in entering the

service he clearly renounces all such privileges commonly enjoyed by civilians. If he must "talk back," then he has no business in either the army or navy. And, in conclusion, one word as to the impression which this controversy can not fail to make on foreigners, and it is one which the officers of the army and navy should be the very first to regret. The Emperor, through one of his ministers, issues an order designed to secure better discipline in the service. This order is at once resisted and criticised in both branches of the service, and the rare spectacle is seen of officers meeting to pass resolutions condemning both orders and government. And the result is that the government finds itself powerless to enforce its orders and is compelled to submit to the humiliation of a successful revolt against its authority. The weakness of the government is thus exposed to the world, and by the very men whose profession it is to shield the country against such an exhibition. When a sovereign no longer commands his own army and navy, then indeed is all recognized authority at an end.

## LEGISLATIVE NOTES.

October 4.—In the Senate a question of order produced some severe criticisms on the chair, after which the budget was voted with various amendments. Those of Sr. José Bonifácio modifying the table of values of slaves, etc. were rejected. In the Chamber the public lauds bill as amended was passed and Deputy Bulhões Carvalho called attention to the iniquity of condemning a part of the grounds of the Ajuda convent for public service. A committee report against the amendments of Senator José Bonifácio modifying the emancipation project was read.

October 5.—In the Senate the session was of no general interest. In the Chamber Deputy Candido de Oliveira referred to the movement among army officers in opposition to the action of the minister of war relative to publications in the press, and heard a military sedition was possible. The minister explained that the opposition was against an order of Sr. Candido de Oliveira when minister and declared that the telegrams referring to the action of officers in Rio Grande do Sul was a speculation (*exploração*) of the press. The premier declared that the vote on Senator José Bonifácio's amendments to the emancipation clause of the department of agriculture would be one of confidence in the cabinet. After some remarks by Deputies Afonso Celso and Lourenço de Albuquerque the amendments were defeated by 70 to 14. Two conservatives voted with the opposition, and a committee was appointed to demand a joint session with the Senate.

October 6.—In the Senate Sr. Diogo Velho said that while the laws of the empire recognized the right of property in man, there was no protection for literary productions, and presented the project of a law to supply the deficiency. The session was of no general interest. In the Chamber the special committee reported that there were no grounds for impeaching Sr. Carneiro da Rocha in respect to the Natividade railway business. The session was occupied in business of no interest, except to those directly interested.

October 7.—In the Senate the public lauds bill as amended in the Chamber was read. Senator Taunay asked that the port of S. Francisco, province of Sta. Catharina, be made a port of entry. Senator José Bonifácio again criticised recent financial operations of the government. The committee of the Chamber demanded a joint session on Senator José Bonifácio's amendments to modify the emancipation *regulamento*, and a sharp discussion ensued, Senators Afonso Celso, José Bonifácio, the premier, Saraiwa, Dantas, Fernandes da Cunha and Correia speaking. The session was granted, 4 senators voting *contra*, and mid-day on the 9th at the Senate Chamber fixed as place and time. In the Chamber there was no quorum.

October 8.—In the Senate, Sr. Afonso Celso asked that certain remarks of his made during the minister of finance's speech on the 29th ult. should be corrected. Sr. Dantas called attention to an equivocation of the Rio Branco law where the services of a free-born child had been estimated at an exorbitant rate. The minister of justice replied, and Sr. José Bonifácio in a forcible speech declared that all his attempts at drawing from the

legislature an opinion on the emancipation question had been resisted, and he strongly endorsed Senator Dantas' enquiry for particulars regarding the services of this free-born child. The bill from the Chamber, as amended in the Senate, fixing the general receipts of the Empire finally passed. (Senator José Bonifácio spoke, but the official journal will publish the speech hereafter.) In the Chamber, Deputy Candido de Oliveira attacked the form of the bill against arson and damages to private property. Deputy Araújo Góes again attacked the Bahia and S. Francisco railway, charging liberals and conservatives with malpractices. Deputy Coelho Rodrigues defended his action in asking the impeachment of Sr. Carneiro da Rocha, on the Natividade railway question.

October 9.—The joint session of the Senate and Chamber decided against Senator José Bonifácio's amendments to the budget of the department of agriculture by 92 to 33; there being present 41 senators and 88 deputies. Previous to the ballot, Senator Ottoni appealed to the government to throw off its abolitionist mask and appear as defending slavery. Deputy Alves de Araujo said that the deputies had come merely to repeat the vote of confidence in the ministry. Deputy Gomes de Castro defended the cabinet on all points and Deputy Afonso Celso said that in view of the decision of the joint session, abolitionists could only remain silent. Deputy Alencar Arraije then declared that he was in opposition to the government on the emancipation *regulamento*.

October 11.—In the Senate there was no session. The minister of empire in reply to a remark of the premier declared that the decree proroguing the session to the 16th inst. had been signed. In the Chamber Deputy Arraije defended the committee report on the Natividade railway business and Deputy Mattoso Camara attacked it. Deputy Coelho Rodrigues objected to the law abolishing the legal flogging of slaves. He would rather vote abolition, than such a law. Deputy Penido thought slavery could be maintained without the lash, and would rather vote capital punishment than flogging. Deputy Lacerda Werneck opposed the law, which would introduce anarchy on the plantations. Deputy Arraije pointed out that planters could still flog their slaves after the passage of the law which he favored. Deputy Coelho Rodrigues again attacked the committee report on the Natividade railway business.

October 12.—In the Senate there was no quorum. In the Chamber Deputy Afonso Celso presented the project of a law embodying the amendments of Senator José Bonifácio to the department of agriculture budget. Deputy Costa Aguiar thought habits required reforming quite as much as the law. He claimed priority for Brazil in the discovery of governable balloons, appealed for necessary improvements at the National Library and referring to *heri-heri* complained how little the government regarded the northern provinces. Deputy Lourenço de Albuquerque saw no objection to the competition of private enterprises with the D. Pedro II railway. The bill to abolish the legal flogging of slaves passed. The general receipts of the empire as amended in the Senate passed. Deputy Portella defended and Deputy Costa Pereira attacked the committee report on the Natividade business.

October 13.—No quorum in the Senate. In the Chamber Deputy Afonso Celso's project to reform the emancipation law was read, and sundry bills as reported were passed to proceed to the Imperial sanction; among these are the laws for the punishment of arson etc. and for abolishing judicial flogging of slaves. The committee report declaring there are no grounds for the impeachment of Sr. Carneiro da Rocha in regard to the Natividade railway business was not voted for lack of a quorum.

—The special parliamentary commission to which was referred the motion to impeach ex-Minister Carneiro da Rocha for his contract with Messrs. Waring Brothers, has reported against such a step.

—Deputy Afonso Celso in presenting his project on the 12th for a law to contain the amendments of Senator José Bonifácio, rejected by the joint session, based his action on declarations made that these amendments were not properly introduced and on the fact that the government had made their rejection a question of confidence.

—On the 13th in the discussion of the bill for abolishing the flogging of slaves, Deputy Lourenço de Albuquerque sharply criticized the manner in which the majority passed the bill. He said that had such a law been proposed by the Dantas or Saraiwa cabinets, the conservatives would have opposed it. He declared that if the law passed he would propose the abolishing of flogging in the navy. The minister of agriculture said private flogging was not abolished by the bill, and that the institution of slavery being modified in the Empire a modification of the law was necessary.

## PROVINCIAL NOTES

—There were 19 deaths in Petropolis during the month of September.

—The September receipts of the Parahyba custom house amounted to 73,233\$893.

—The September receipts of the Porto Alegre custom house amounted to 314,136\$519.

—The September receipts of the Bahia custom house were 1,168,746\$899, and of the *recebedoria geral* 41,271\$316.

—The people of Amparo, São Paulo, are trying to raise money enough to build a theatre. The sum required is 48,000\$.

—Advices from Rio Grande state that the news of the minister's retreat from his attempt to govern the army has been received there with great satisfaction.

—A defalcation of 3,000\$ has been discovered in the accounts of the 6th battalion, now stationed in Rio Grande. The quartermaster has been placed under arrest.

—The total revenue receipts in the province of São Paulo during the month of August amounted to 985,008\$542, or 221,000\$ more than in the same month of last year.

—The recent numbering of the houses in Rio Claro, São Paulo, shows that town to have "1,090 fires," which on an average of five persons to a family gives a population of 5,450.

—A part of the cargo of the English steamer *Portuense*, from Pará to New York on the 11th ult., consisted of 358,454 kilos. of *gutta* and *entre-fina* rubber and 104,681 kilos. of *seranahy*.

—The September postoffice receipts in São Paulo were 9,270\$670 for the city and 24,577\$390 for the rest of the province, against 8,851\$020 and 23,205\$150 respectively in the same month of last year.

—The June revenue receipts in the province of Maranhão amounted to 298,923\$442, against 156,713\$804 in the same month of last year. The increase was almost wholly made up from the duties on imports.

—S. Paulo is always coming to the front. Two meals a day have such an effect on fowls there, that feathers grow on their hearts. *O Pica* of the 11th claims to have extracted this item from the *Correio Paulistano*.

—A telephone exchange was formally inaugurated in Rio Grande do Sul on the 24th ult. The work was done under the superintendence of Mr. W. I. Donslea, electrician of the União Telephonica company of this city.

—At Itapetininga, São Paulo, on the 19th ult., a loaded pistol was left on the table in a room where several children were playing. One little two-year old was invited to open his mouth and he shot—and the unintentional execution was a perfect success.

—The September receipts of the Pernambuco customs and revenue offices, compared with the same month of last year, were as follows:

	1886	1885
Custom house.....	865,251\$465	503,637\$733
Recebedoria.....	43,829 893	60,056 602
Cunvalado.....	50,616 523	93,203 116

—According to a letter to the *Pris* from Bannal, a liberated slave woman, named Anna, had been taken to a plantation near that place, and there placed in the stocks and given 150 lashes for the offence of procuring her emancipation. The planter is said to be related to some of the present political powers.

—The province of Mato Grosso, by its assembly, asks for 50,000\$ for Indian tanning. The minister of agriculture replies that the funds are not available, and that in the present fiscal year not over 4,000\$ must be expended. This will probably tame one Indian.

—On the 4th inst. the police *delegado* at Santos made a visit to the city jail, and with the result that orders were at once issued for the liberation of 14 prisoners. It would be interesting to know why these men were imprisoned, or why they were released without trial.

—The inhabitants of Paracatí correct their spiritual guardians with clubs. The priest there refusing to celebrate a wedding because the witnesses were free-masons, was set upon and severely hammered, and worst of all the parties went off and were married in another parish, so not even the fee was obtained.

—A curious example of Darwin's theory as to the position of the male in antiquity is reported from Ceará. A boy there, aged 9 years, produces milk, and must be relieved three times every day, or, as his mother says, the secretion of the mammary glands becomes insupportable. *O Pica* of the 4th inst. publishes this startling news, and it is to be hoped that the matter is to be examined into.

—The August receipts of the Pará postoffice were 6,047\$491. Of this amount 245\$220 were from the agencies and 5,802\$271 from the general office.

—The imports from the United States into the agricultural province of Espírito Santo during the year 1885 included the following articles: 12,739 bushels of wheat, 133,777 barrels of flour, 86,762 pounds of bacon, 7,656 pounds of hams, 25,280 pounds of pork, 21,750 pounds of beef, 121,098 pounds of butter, 868 pounds of cheese, 836,616 pounds of lard, 16,288 pounds of tallow and 42 sheep.

—According to the *Provincia*, of São Paulo, there are 800 immigrants now on their way out to settle in that province, of which 500 are from the Azores and 300 from Italy. On the 21st inst. 600 more are expected to sail from Madeira, and from November onward it is calculated that the arrivals will be 1,000 a month. A goodly stock of provisions will be required for our São Paulo friends to furnish these "two good sound meals a day" to all these new-comers.

—On the 13th the telegraphic service between Rio and Pará was inaugurated. H. M. de Empenn, various diplomats, senators and deputies were present. The usual complimentary messages were exchanged and the Argentine minister availed of the occasion to send a message to his chief at Buenos Aires. By the opening of this new section there is now telegraphic communication from Pará in the frontiers of the Argentine Republic and Uruguay, with a total extension of about 10,610 kilometres.

## THE YPANEMA IRON WORKS.

According to an interesting memoir on the Ypanema Iron Works, by Leandro Dnpré, M. E., in the *Anuário do Estado de Minas de Ouro Preto* for 1885, the iron mines of Aracoyaba hill were discovered in 1590 by a Paulista named Afonso de Sardinha while prospecting for gold. Sardinha soon after established two forges for the direct treatment of the ore, which he presented to the governor of the captaincy, D. Francisco de Souza, in 1600, while the latter was visiting that locality. The difficulties encountered in carrying on the work led to the ultimate abandonment of the industry, and even to forgetting those who had initiated it.

In 1681 Laiz Lopes de Carvalho, *capitão-mór* and *ouvidor* of Itanhem, rediscovered the mines while travelling through the interior, and claimed the honor of first discovery. He turned over the mines to the municipal council of Sorocaba, and in the name of his sovereign issued orders that no one should extract ore under the penalty of death.

The creation of the existing foundry, however, did not take place until early in the present century. In 1810 the Prince Regent ordered that two iron foundries should be constructed, one in Minas Geraes and the other in São Paulo, and this duty was entrusted to Col. Xavier de Almeida and the Portuguese chemist Manso, under instructions from the Comte de Linhares. The creation of the enterprise seems to have been partially of a private character, as 29 shareholders, representing 60 shares of 800\$000 each, were interested. The government sent to Sweden for iron-workers and brought out the metallurgist G. Hedberg and 14 workmen under contract. Hedberg and his companions were accompanied to São Paulo by Capt. Frederic Louis William Varnhagen in the capacity of interpreter and assistant. Hedberg built four Stuckoffen furnaces, each capable of producing 90 kilos. of iron every 24 hours.

In a brief time, however, troubles arose at the iron works which led to serious consequences. There were petty intrigues of every description, to which were added a religious persecution of the Protestant Swedes which soon compelled them to leave the place. Varnhagen had remained at the works, and upon the resignation of Hedberg was appointed director (1815-1816). The government then took over the enterprise, paying the private shareholders for their interest, and essayed to establish two high furnaces, in which effort it was greatly aided by Eschwege. On November 1st, 1818, was made the first run of molten iron.

In 1822 Varnhagen left the country because of the declaration of Brazilian independence, and was succeeded by Capt. Rufino José Felizardo e Costa, and in 1824 by Antonio Xavier Ferreira, who held the position of director until 1834. During this period the works fell into a state of decadence, through bad administration, the directors knowing nothing whatever of iron-working. In 1836 the works were placed under the charge of Maj. John Bloom, who gave them the first successful administration since the resignation of Varnhagen. Bloom, however, became involved in a revolutionary movement in 1842, and was arrested and removed. Between that date and 1860 the works had seven administrations, and with the result that in the latter year the enterprise was abandoned and the

workmen sent to Matto Grosso where it was proposed to establish another enterprise of the same character under Rudolph Wanheldt. This last undertaking failed, and the collections taken from Ypanema and delivered over to its projector were lost. In 1865, under the stimulus of the Paraguayan war, the government entrusted the reorganization of the works to Dr. Joaquim de Souza Mursa, captain of engineers, who is their present director. Various additions have since been made to the works, and large quantities of approved machinery purchased. New furnaces have been completed with the intention of increasing the production to 20 tons of cast iron and 10 tons of wrought iron and steel per day. The real production, however, is far within these figures. A large tract of contiguous country has been reserved for forest, in order to supply the works with charcoal.

## RAILROAD NOTES

—The Paulista company carried 1,017 immigrants gratuitously during the first half of the current year.

—The August receipts of the Rio d'Ouro line amounted to 8,923,305, of which 4,124,980 were on account of the water works.

—The September receipts of the Leopoldina railway were 283,181,750, of which 50,735,410 from passengers and 190,090,820 from freight. Expenses are not given.

—Complaints have been made recently of the slowness with which the Dom Pedro II line is hauling coffee. Why could not a few trains be run during the night?

—The Minas and Rio line has resolved to allow a 20% reduction in freights on coffee coming from localities 80 kilometres, and more, beyond the station of Tres Corações.

—Coffee is said to be accumulating at some stations of the Mogyana line beyond their storage capacity. The roads do not seem to be able to carry it as fast as received.

—The receipts of the Paulista company for the first half of the year were 1,072,455,510. expenses 586,343,802, and balance 486,110,478. The dividend was 65000 per share.

—The Emperor has sanctioned the legislative act appropriating 3,764,097,845 for the payment of accounts due the contractor for the extension of the Recife and S. Francisco railway and its branch to Caruarú.

—The August receipts of the Paulista line amounted to 249,534,930, and the expenditures to 104,754,770, leaving a surplus of 144,780,160. This raises the surplus since July 1st to 226,182,740.

—The Minas and Rio company has reduced its rates for 1st-class passengers between Cruzeiro and Tres Corações from 100 reis to 80 reis per kilometre, the fare now being 138600 either way, or 208400 for an excursion ticket good for 40 days.

—The Lorena central mine is proposing to lay a tramway line about that town. It would seem that railways and tramways for general purposes are becoming of more advantage to these central sugar factory companies than the prosecution of their legitimate industry.

—The fiscal engineer's report for the first six months of the present year gives the traffic receipts of the Campos and Carangola company at 272,541,360 and expenses 163,233,687, balance 109,307,673. The total capital employed up to 30th June was 5,730,213,427.

—On the 12th a large lighter for the Principe de Grão Pará railway was launched. The dimensions are: length between perpendiculars 87 metres, breadth 8 metres and draft loaded 1.20 metres. It is to be used for the transportation of goods waggons between this city and Mauá.

—The traffic receipts of the Great Western of Brazil railway for the first half of the present year were 123,834,190, against 180,709,920 for the same period in 1885, and expenses were 149,470,790 against 199,201,990; the deficits were 25,638,600 and 18,492,870 respectively.

—The Rio de Janeiro provincial government has granted at 70-years' privilege to the Macaé central sugar factory company for the construction of a railway from Macaé to the Serra do Frade, a distance of 33 kilometres. The concession grants a privileged zone of 15 kilometres each side of the line.

—The total receipts of the Ituana railway, São Paulo, for the half year ending 30th June last were 237,375,681, or 54,220,610 less than those of the preceding half year. The number of passengers carried amounted to 41,037, and the freight traffic to 16,039 metrical tons. The decrease from the last half year was in the latter.

## LOCAL NOTES

—It is said that the minister of marine intends to settle on the island of Paqueta during the summer —probably to familiarize himself with nautical matters.

—A nest of counterfeiters has recently been discovered and broken up in Buenos Aires. It is said that but little of their paper had gone into circulation.

—The New York correspondent of the *Journal* is still incredulous as to the efforts of the Centro da Lavonra e do Commercio in establishing direct trade with New Orleans.

—El *Telegrapho Maritimo* of Montevideo is authority for the statement that the republic of Uruguay is in debt to Brazil to the amount of nine and one half million pesos.

—The government commission appointed to settle up the transfer of the oil gas company's plant and material to its successor, has appraised the surplus stores and material on hand on September 1st at 986,769,209.

—The government has authorized the celebration of a contract for the surface drainage of the Ilha das Flores for the sum of 4,900\$, and the construction of an infirmary in connection with the immigrant's station at a cost of 7,800\$.

—In response to the complaints of the press as to the scarcity of 100, 200 and 400 reis revenue stamps, the director of the Mint says that there has been, and now is no scarcity of them in his hands. The fault, then, appears to be at the Treasury.

—The *Journal do Commercio* says that at a fire in the Rua de Santos Rodrigues on the morning of the 6th, the engines got stuck in the mud and great difficulty was experienced in getting to work. Fancy fire engines stuck in the mud in the first city of South America!

—The minister of war has stirred up a hornet's nest among the army officers by his *arras*, and his colleague at the Treasury has brought the civil engineers about his ears, all because the guaranteed railways do not come up to expectation. Verily, the cabinet is beset.

—The directors at the national museum are planning for the transportation to this city of the celebrated meteorite at Benedito, province of Bahia. As it is lying some distance from the Bahia and S. Francisco railway and weighs about ten tons, the task will be one of no slight difficulty.

—The Paraty whale, late from the vicinity of Bahia, arrived at the national museum on the 8th inst., where suitable quarters are being prepared for the illustrious stranger. It is said that his color was so strong that even the mimics protested and begged to have some one hold their noses.

—Admiral Daniel L. Braine, the new commander in chief of the South Atlantic squadron of the United States, arrived here on the 6th, in the American packet *Finance*. His pennant was at once hoisted on the flag-ship *Lancaster*, where he was received with the customary salutes.

—The police succeeded in capturing three pick-pockets on the French packet *Congo* on the 6th inst. Two persons had already suffered losses, one of 600,000, and the other of 80,000. It would appear that these knaves have been regularly working the French packets, where the large crowds of people render it easy for them to ply their trade.

—The "public lands and colonization" bureau has made a contract for 10,000 propaganda pamphlets, entitled *N'ol F'isola dei Fiori*, by Carlos Usglin. We have not seen the production, but it is unquestionably a piece of very fine writing. Let us hope that the author has not overlooked that important matter of "two good sound meals a day."

—The minister of agriculture has resolved, it is said, to invite tenders for the insurance of material shipped to Brazil for the government, but reserves the right of accepting any tender he pleases without regard to the rates offered. The minister appears to be intending to do an immense amount of negotiation in order to accomplish a very simple business.

—According to the *Pais*, the Emperor and Empress leave this city for São Paulo on the 18th inst., stopping at Lorena the first night, then at São Paulo, and then going to Caldas on the 21st. After his return from Caldas, His Majesty expects to visit all the railways in the province of São Paulo before returning to this city. He will be away about four weeks.

—The senatorial election in the province of Rio de Janeiro on the 7th appears to have been a "walk over" for the conservative list, Minister Bellavario leading all the contestants by a large number of votes. But will any one tell us how it happens that this city votes for a senator from the province. The municipality is not under provincial administration, and is supposed to be absolutely independent.

—The new president of Pará gets an allowance of 5,000\$ for mileage (*ajudas de custo*).

—A fifth prorogation of the General Assembly was announced on the 11th inst., this time to the 16th.

—Mr. H. Clay Armstrong, consul general of the United States at this port, returned on the *Finance* on the 6th.

—On the 8th there was an explosion at the dynamite factory at Macacos, near Rio, when one man was reduced to fragments.

—A number of army and navy officers met on the 10th to endorse the protest against certain *avisos* of the department of war.

—The Princess Imperial entertained the ladies connected with the grand bazar held here recently, on the 9th at the Palacio Isabel. Opinions differ as to whether it was *animado*, or the contrary.

—Two boxes of sugar cane cuttings have been received by the department of agriculture from the director of the botanic gardens on the island of Mauritius through the Brazilian legation in London.

—A man hung himself here recently and was quite dead when the police cut him down. The examination by the police doctors proves that the cause of death was *apoplexia*, and we endorse the decision of the doctors.

—On the 9th the charges against the aldermen suspended and prosecuted for alleged malpractices in regard to the killing of animals at the abattoir, were dismissed by the judicial authority. This is just the result we anticipated.

—The *Diário de Notícias* of the 9th is responsible for the statement that a patent has been granted for hygienic and economical shirts for the navy. Are private individuals deprived of this advantageous patent? And if so, why?

—The board of health seems to have been deceived about the condemned mark "S. & A." for imported Portuguese wine, this label having been put on some artificial wine by mistake. They are now trying to find where the sample came from.

—A colored female beggar recently died in the poor-house here and upon preparing the corpse for burial, it was found that she had secreted documents and money to the value of 8,600\$. Begging seems almost as good a trade as newspaper "editoring."

—Engineer Révy has not been idle in the great sanitary works, but he says more people and money are wanted to carry out his great scheme. The minister of empire does not seem inclined to authorize another Quixada fiasco right under the noses of legislators.

—For the benefit of the heedless we may mention that a provincial paper says that *quaty* (raccoon) lat was prescribed to a woman suffering from erysipilis. It did not cure this disease, but produced fine whiskers. Perhaps it is necessary to have the erysipilis first.

—The delight of Mr. Slater, when he can inform us that the cables are all out of the fight on the west coast, is only equalled by that of our telegraph department when it can say that Mr. Slater having broken a wire, it, the telegraph department, will accept messages to Pará.

—The minister of war has executed a successful flank movement to the rear by referring the question of permitting officers to discuss military matters in the press to the Conselho Supremo Militar, with a request that a code of rules be prepared to govern action on this point in the future. In the meantime all *avisos* relating to the question are suspended.

—The government having worked itself into a state of doubt over that clause in its contract with the new gas company relative to the responsibilities of proprietors and tenants for gas bills, and the authorization for the company to exact guarantee deposits, the minister is now arranging to have this clause properly interpreted by the government. It is quite within the possibilities that the official interpretation will show that the clause intended something quite contrary to what the company understands.

—The Cajá regatta on the 10th inst., in spite of the bad weather, was a great success, the attendance being large and enthusiastic. There were eleven races rowed, three of which aroused exceptional interest, viz: the 4th, for "out-riggers," the coxswain of the winning boat being one of Cajá's pretty girls, Miss Alice Fox; the 5th, 12-oared cutters, between crews of the U. S. flag-ship *Lancaster* and Brazilian steamer *Hunaydi*, the former winning; and 10th, 12-oared cutters, between crews from the British gunboat *Ruby* and the Brazilian frigate *Amazonas*, the latter winning. The club-house of the Club de Regatas Cajense was well filled with friends, who were pleasantly entertained during the day. Just as we go to press we are favored with a detailed report of the races from the Club, but our time and space unfortunately prevent its publication.

—On the 13th telegraphic communication with Pará was inaugurated.

—The Brazilian consul-general in London, Barão de Ibiranirrin, left for Southampton on the *Elbe* on the 9th inst.

—The "Sociedade de Concertos Classicos" gave a concert at the Cassino on the evening of the 11th, which was a great success. We are obliged for the invitation sent us.

—Conselheiro José Machado Coelho de Castro, for many years president of the Bank of Brazil, left for Europe on the *Gafica* on the 6th, with his family.

—A gentleman recently arrived from Diamantina, Minas Geraes, has been robbed of diamonds to the nominal sum of 10,000\$. The police are trying to investigate the matter.

—Deputy Candido de Oliveira has been selected as Senator to fill the vacancy in the Minas Geraes representation. He received the least number of votes of the three names submitted to the Emperor's choice.

—It is said that the minister of agriculture has fined the new gas company for an infraction of contract in cutting off gas from the Theatre Lucinda and exacting an advance deposit. And yet the company only did what it had a perfect right to do.

—The government has imposed a fine of 5,000\$ on the Royal Insurance Co. for effecting operations in life insurance when its authorization refers to fire insurance only. On the 8th the government refused to take the recourse of the company into consideration.

—We have been favored by Messrs. Hugh Wilson & Son with a fine specimen of sugar from the Iguaçu and Rio Fmido mines of the Bahia Central Sugar Factories, which resembles the Demerara crystals prepared for exportation. The sugar is yellowish in color and is of excellent quality.

—One of those gentlemen who conduct intelligence offices here, collect wages of servants in advance and victimize the hired and hired alike, was on the 12th convicted to 9 years and 9 months imprisonment and a fine of 37½ per cent. on the sum appropriated! He had better have committed murder at once.

—By a circular letter of the 4th inst. the minister of justice advises the *juizes de direito* of this capital that on 22nd September, 1887, the consular conventions between Brazil and Great Britain, Italy, France, Germany, Spain, Holland and Switzerland will expire, and will thereafter have no effect.

—On the 12th inst. the minister of agriculture addressed a circular letter to Brazilian legations and consulates in foreign countries, in which information is given of the favors granted to immigrants in this country. The best inducements are held out to plantation laborers, who come under labor contracts or declare their intention to settle on plantations as laborers. It is only the old, old story.

—The minister of agriculture has declined to permit the Glomaron Coal Co. to appeal to the Council of State against the fine imposed upon them for transacting business in Brazil without permission, on the ground that the company is not competent. This appears to be somewhat high-handed and unjust, and it looks as though the minister feared that his arbitrary action in this matter would not be sustained.

—An establishment for the manufacture of liqueurs at No. 3 Rua da Quitania was raided by health and police officials on the morning of the 5th inst., because the proprietor had not taken out a license nor paid his taxes. A large quantity of spurious liqueurs, ready for sale, besides two boxes of labels made in Europe. We are inclined to think that the non-payment of taxes is not the only question involved.

—We deeply regret to note the death of Mr. John Miller, an old and widely known merchant of São Paulo, which occurred in Glasgow, Scotland, on the 6th instant. Mr. Miller had been in poor health for some time, and returned home about one year ago to get what benefit rest and change of climate could afford. He had been a resident of São Paulo many years, where he married, and where he leaves a host of warm personal friends.

—The younger men of the Club de Engenharia are proposing to publish an engineering paper under the title of *Revista do Club de Engenharia*. The enterprise, we fear, is not a wise one. There are already two engineering papers in this city, neither of which is receiving a very liberal support. In our opinion the engineering classes of this country will not support more than one organ, and for this reason there ought to be some combination between these rival interests. A good paper is a necessity, while three poor ones will be a positive disadvantage.



The Treasury had on deposit at the Bank of Brazil \$5,768,453.12 in account current and \$1,384,460 was due by the bank "balance of domestic loan," which are included in "other" liabilities of the bank.



FOREIGN SAILING VESSELS IN THE PORT OF  
RIO DE JANEIRO. OCTOBER 14th, 1886.

## GOVERNMENT AND PROVINCIAL BONDS

## DEBENTURES AND SHARES

SANTOS,

## RIO GRANDE DO SUL.

PERNAMBUCO.

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**PANY LIMITED.**

Capital..... £1,000,000 sterling  
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Sirius do do do do 9th  
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Kipler do do do do 23rd  
Others do do do do 30th  
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*To Southampton*

Buffon Belgian mail... Oct. 15th  
Galileo do do do do 29th

*For Other Ports*

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**ADVANCE**, " " 4th Dec.  
**FINANCE**, " " 29th "

The fine packet

**FINANCE,**

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**NEW YORK**

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(entering the two last named ports)

PARÁ, BARBADOS and ST. THOMAS

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1886

Date	Steamer	Destination
Oct. 16	Trent...	Santos, Montevideo and Buenos Ayres.
" 24	Neva...	Southampton and Antwerp, calling at Bahia, Pernambuco and Lisbon.
" 30	La Plata...	Montevideo and Buenos Ayres.

This Company's steamers leave Southampton on the  
9th and 24th of every month and arrive in Rio de Janeiro on  
the 28th and 16th proceeding to the River Plate after the  
necessary delay. The latter also calling at Santos.

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OF  
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(LIMITED)

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Ditto paid up..... £ 500,000  
Reserve Fund..... £ 150,000

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Capital paid up..... £ 500,000  
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Published three times a month for the American and  
European mails.

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and management on the 1st of April, 1879, succeeding the  
*British and American Mail*. Although the style, title  
and frequency of issue were changed at the time of transfer,  
the designations of number and volume were continued  
unbroken. At the beginning of 1881 the style of the  
publication was still further changed by an increase from  
four to eight pages, and a diminution in the size of the  
pages. This change not only largely increased the size of  
the publication, but it added greatly to its convenience for  
office and reference use.

The policy adopted by The News at the outset was that  
of strict dependence and impartiality. The editors had  
well-grounded convictions on political and economic ques-  
tions, and as they believed that all such questions had a  
direct or indirect influence on commercial and financial en-  
terprises they decided to discuss them just as far as their  
relative importance made it desirable. In this line of policy  
The News has been successful even beyond all expecta-  
tions.

With the beginning of its 12th volume (January, 1886)  
the editors feel themselves warranted in calling attention  
to the uniform and general satisfaction with which their  
policy and management have thus far been received, and in  
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readers fully and accurately informed on all commercial  
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which may have more or less bearing upon any and all  
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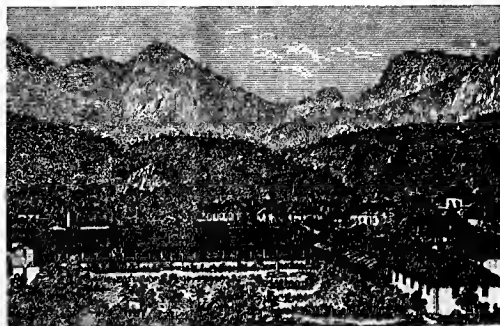
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